



MIAMI BEACH

OFFICE OF THE CITY MANAGER

NO. LTC # **197-2012**

LETTER TO COMMISSION

TO: Mayor Matti Herrera Bower and Members of the City Commission

FROM: Kathie G. Brooks, Interim City Manager

DATE: July 30, 2012

SUBJECT: Crash Data at Red Light Camera Traffic Intersections

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The purpose of this Letter to the Commission is to provide an update on the Red Light Camera Photo Enforcement Program and its impact on traffic safety per the request at the June 6, 2012 Committee of the Whole.

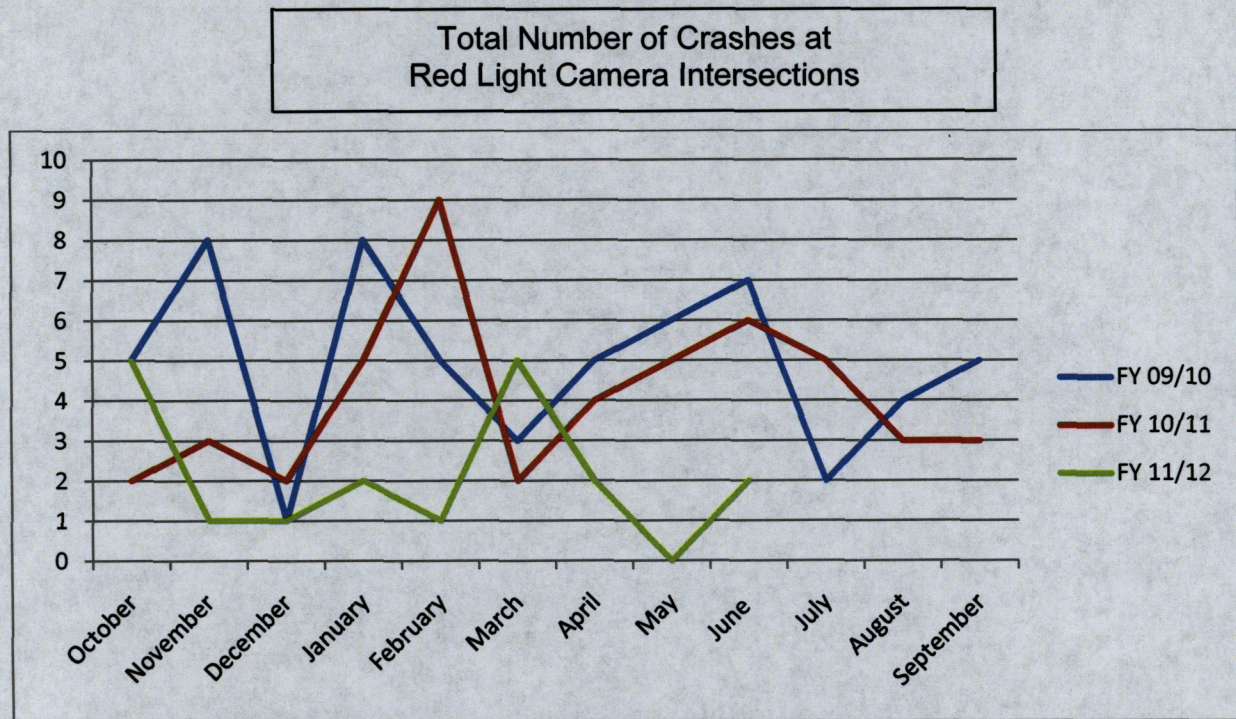
The program began on April 15, 2010, limited to City-owned roadways, with all ten (10) cameras becoming operational by October 2010. Following is a comparison of crash data at the nine (9) traffic locations with ten (10) Red Light Cameras from 2009-2011.

The table below shows the number of crashes at each red light camera intersection since the inception of the program by fiscal year. The data shows that the number of crashes at red light camera intersections has gone down since the inception of the program. From Fiscal Year 2009/2010 to Fiscal Year 2010/2011, the number of crashes at these intersections has gone down from 59 to 49.

Data for the first three (3) quarters of Fiscal Year 2011/2012 (October 2011 through June 2012) reflects a continuation of this downward trend, with a total of only 19 crashes. In addition, it is important to note that the number of total crashes reported citywide has increased from 4,723 in 2009 to 5,114 in 2011 – an 8% increase.

LOCATION	Date Camera Operational	Oct. 2009 – Sept. 2010	Oct. 2010 – Sept. 2011	Oct. 2011 – Year to Date (June 2012)
17 ST AND ALTON RD	4/15/10	7	9	10
17 ST AND WASHINGTON AVE	4/15/10	14	11	3
DADE BLVD AND WASHINGTON AVE	4/15/10	3	6	0
23 ST AND PINETREE DR	4/15/10	2	0	0
CHASE AVE AND ALTON RD	4/15/10	6	6	1
41 ST AND PRAIRIE AVE	4/15/10	3	3	1
63 ST AND INDIAN CREEK	4/15/10	14	9	2
ABBOTT AVE AND INDIAN CREEK	10/1/10	4	2	0
71 ST AND INDIAN CREEK	4/15/10	6	3	2
TOTAL		59	49	19

Moreover, data has been analyzed to determine if there is a trend when most crashes occur at these intersections. Below is a graph that shows the total number of crashes per month:



Crash data shows that in 2009 and 2010, most crashes took place in January and November, and spikes in 2010 and 2011 occurred in June, as well as the early part of the tourist season.

ENFORCEMENT DATA

All ten (10) red light cameras have only been operational since October 2010. As a result, there is only one (1) full year of data available that reflects the impact of this program.

The table below indicates the number of violations issued to date this year:

YEAR TO DATE January 1, 2012-May 31, 2012	TOTAL VIOLATIONS			AVG ISSUED PER DAY	% REJECTED
LOCATIONS	REVIEWED	ISSUED	REJECTED		
DADE BLVD - WASHINGTON AVE	40	34	6	0.22	55%
17 ST - WASHINGTON AVE - SB	971	440	531	2.89	45%
17 ST - WASHINGTON AVE - EB	359	196	163	1.29	6%
17 ST - ALTON RD - WB	393	368	25	2.42	2%
23 ST - PINETREE DR - SB	103	101	2	0.66	66%
CHASE AVE - ALTON RD - NB	1804	613	1191	4.03	67%
41 ST - PRAIRIE AVE	134	44	90	0.29	2%
INDIAN CREEK - 63 ST - SB	190	186	4	1.22	51%
INDIAN CREEK - 71 ST - NB	601	293	308	1.93	18%
INDIAN CREEK - ABBOTT AVE - SB	259	212	47	1.39	15%
TOTAL	4,854	2,487	2,367	1.63	49%

As you can note, average violations issued per day is now 1.63. In comparison, a total of 7,572 red light camera violations were issued in 2010, with an average of 2.94 per camera per day. In 2011, 7,030 violations were issued with an average of 1.94 violations per day. As reflected in the table above, certain intersections are averaging less than one (1) violation per day, which has spurred discussions about camera relocations.

CONCLUSION

Overall, data shows that driver behavior is certainly being modified, as the number of violations per intersection has declined since the inception of the program. Last year, the Commission authorized the Administration to pursue the relocation of two (2) cameras. In order to ensure that the relocation was appropriate from a safety perspective, the Administration provided the vendor with three (3) proposed locations based on crash data and volume of traffic, which would be validated by Affiliated Computer Systems (ACS) Inc, the City's vendor for the red light cameras. through manual counts at their expense. These counts would provide information as to the number of red light violations on a given day, in blocks of time to discern productivity at peak hours, for a total of 7.5 hours. Initial results indicated that the locations proposed by the City were not problematic intersections for red light violations. Therefore, camera relocation to these intersections was not recommended.

After reviewing additional data and utilizing field experience from the Miami Beach Police Motor Squad Unit, an additional list of potential intersections to relocate two (2) of the red light cameras was provided to ACS and a second series of manual counts were conducted. The initial cost provided by ACS Inc., to relocate the two cameras was priced at \$180,000 (\$90,000 per intersection); however, through negotiations with ACS Inc., the Administration was able to reduce the price per camera relocation, which to approximately \$45,000 per intersection. As a result, two (2) new locations have now been identified and validated through manual counts, where camera relocation would cost the City approximately \$90,000. The relocation would move cameras from 41st & Prairie Avenue and Dade Boulevard & Washington Avenue to 41st Street & Alton Road and 43rd Street & Alton Road Northbound.

If you have any questions, please feel free to contact me.

RAM/DM/MG